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Manager.

DAILY HERALD

TUESDAY, JUNE 15, 1909

GRANARY OF THE WORLD.

A remarkable tribute to the possibilities of Western Canada was paid in Washington the other day by Senator McCumber of North Dakota, which was particularly gratifying coming from a representative of a State which has until now been regarded as a rival to Manitoba and Saskatchewan. The Senator, who has travelled extensively through the Canadian Northwest, indicated upon a large map some surprising facts. He drew a line on the east side of North Dakota parallel with the Red River of the north, and continued it down to the Gulf of Mexico on the south, and north to the Arctic Ocean.

"He asserted that west of that line lies nearly two-thirds of the whole territory of the United States, and that west of that line in Canada are more acres which will produce grain and cereals of all kinds than can possibly be found in the United States west of the line. He said that the Canadian tract thus indicated is about 1,200 miles by 800 miles, interspersed with lakes, rivers and small bodies of timber, and nearly every acre of which, outside of the small mountainous portions is capable of producing all kinds of cereals, except corn, and in some parts corn can be raised.

"Senator McCumber is quite positive that this Canadian region has a better rainfall than has the corresponding region of the United States, and is strongly convinced that in less than twenty years it will be 'the wheat granary of the world.'

"Representing a state bordering on this promising territory, Senator McCumber says that at present only 8,000,000 of the 120,000,000 acres are under cultivation."

When a United States Senator takes so roscate a view of Western Canada's future, is there any wonder that the "American invasion" of Saskatchewan and Alberta continues unabated? We here in the East can have only the faintest conception of the development which is taking place in the new provinces.

A GREAT WASTE.

Forest fires have begun their seasonal destruction of wealth. Fire has been one of the great destroyers from the beginning of time, and no care or foresight can be a complete defence against the danger. There is a general feeling, however, that everything possible is not done to avoid this monstrous annual tribute of forest wealth to the flames. There can be little doubt that the fear of fire has increased the harvest of the axe. Owners of limits have unquestionably been hastened in their legitimate operations by the feeling that what was not levelled by the lumberman would be licked up by the element that so often follows his footsteps.

A good deal has undoubtedly been done to minimize the annual ravage. Both governments and limit-owners endeavor to instill in the minds of all those who traverse the woods the need for caution in the use of fire. Fire-rangers are maintained, and it is possible in most districts to summon a formidable number of fire-fighters when there is need for their services.

There is one precaution which many woodsmen believe to be more important than all the others put together, which is not taken, however. It has been time and again asserted, and we have never seen it contradicted, that the prime condition for uncontrollable fires is furnished by the limbs and branches which the lumberman leaves behind him in his operations. A green forest is not good material for flames, but when the ground is littered with tinder-dry limbs and branches it only needs a chance match or a bolt of lightning to start a conflagration that may burn up millions in value in no short time. If means were taken to enforce the removal by fire or otherwise of these threatening piles of debris there would be an immediate lessening of the roll of losses by forest fires.—Toronto Globe.

THE RAILWAY BOARD.

The government railways of Canada are now operated by a Board of Management, composed of Messrs. M. J. Butler, D. Pottinger, E. Tiffin and F. P. Brady. These gentlemen, who arrived in Fredericton last evening, are railway men of long experience, and have been placed in charge of the Intercolonial, with the object of placing it on the same basis as regards organization on other great and successful roads.

The office of general manager, so long held by Mr. Pottinger, has been abolished. Mr. Pottinger, however, still has charge of the office staff, and it is part of his duty to check all vouchers and prepare returns for parliament. Mr. Brady has charge of the operating department, and Mr. Tiffin of the traffic department. Mr. Butler continues to act as deputy

minister of railways, and he is also chairman of the Board.

The new plan of management is said to have been founded on the Pennsylvania system, the largest and most successful road in the United States. The members of the I. C. R. Board did not stop long in Fredericton, but they were here long enough to hear the views of a delegation from the Board of Trade. The I. C. R. gives this city a good train service, and the business men of the city have very little fault to find with the government road. As the delegation pointed out, however, Fredericton needs a new and modern railway station and better terminal facilities, and needs them badly. Traffic on the I. C. R. to this city has greatly increased during the past two years, and there is sure to be a further increase as soon as the new Transcontinental is open for traffic. The members of the Board of Management, shrewd and experienced railway men that they are, must now be impressed with the urgency of the case, and good results may be expected from their visit. It is hoped that they will find it convenient to come this way often in the future. They will find the business men and citizens of Fredericton ready and willing to co-operate with them in any movement likely to benefit this community, and incidentally the government railway.

CURRENT COMMENT.

"Liberals who know Judge Landry say that he is the most eminent judge on the New Brunswick bench," says the Toronto News. Easy, brother, easy! You are in danger of overdoing the Landry eulogy business even as the Landry Commission over-leaped judicial prudence in its report on the Central railway.—Sun.

Great Britain now has 444 fighting ships under 20 years old, against the 200 of Germany and the 233 of France. The English battleship fleet numbers 59, against the 42 of Germany and the 24 of France, while the armored cruisers number, respectively, 39, 12 and 22. England has now 68 submarines and 171 destroyers, against the eight submarines and 97 destroyers of Germany.

HIS FIRST COURT.

(Continued from First Page.)

On behalf of the Grand Jury of the County of York, I have the honor to be

Your obedient servant,
C. A. SAMPSON,
Foreman.

HIS HONOR'S REPLY.

Judge McKeown expressed his appreciation of the sentiment contained in the address. He was pleased to know that he had so acted as to win the respect and good will of people like those who compose the grand jury. Of his residence in this city in the days long since gone by, he would say that whenever his duties had called him to Fredericton, he felt that he was coming to a place which he called his home. He remembered the foreman's connection with the Methodist church and business matters in this city, and there were on the grand jury men who attended the old Collegiate school with him in the days of Mr. Geo. R. Parkin. The years spent in this city were among the most formative of his life. It was an inspiration to him to fill the dignified position to which he had been called, in a worthy manner. He thanked the grand jury for their address, and hoped he would so qualify himself as to merit the confidence placed in him by his friends.

The court then adjourned until 2.30 o'clock this afternoon.

The court resumed at 2.30 o'clock. The only case on the docket, J. Stewart, Neill et al. vs. A. E. Hanson et al. was stood over until next term on application of the defendants' attorney on account of the illness of one of the defendants. Messrs. Shipp and Hanson are the attorneys for the plaintiff and Mr. A. J. Gregory, K. C. for the defendant.

The court then adjourned sine die.

THE STOCK MARKET.

NEW YORK, June 15—(Special)—There were fractional declines in some of the big issues on the stock exchange today. Quotations at noon were:

Atchafalpa, 115½;
Erie, 36½;
Great Northern Pfd., 149½;
New York Central, 132;
Reading, 157;
Pennsylvania, 137;
Southern Pacific 131½;
Northern Pacific, 152½;
Union Pacific, 143½;
United States Steel, 68½.

His Honor Mr. Justice McKeown, of St. John, is at the Queen today.

CASTORIA

For Infants and Children.

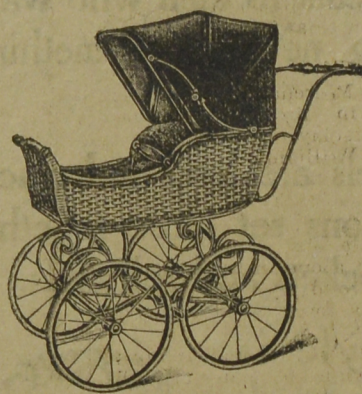
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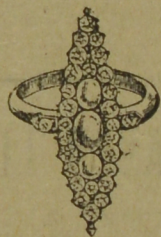
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Richard R. Baxter MANAGER

Yellow vs. White.

Editor Houston of the Prince Rupert Empire says: The Empire would most willingly help bring girls and women to Prince Rupert if there was work for them when they arrived here. Three weeks ago it stated that a woman cook was wanted at the general hospital. A woman applied and was offered \$25 a month. A Japanese cook is doing the work at \$35 a month. This paper will not be used as a medium to bring people to Prince Rupert to work for less wages than are paid Chinese and Japanese. The Empire advocates making Prince Rupert white, but not by the methods that suit those who employ or who are in favor of employing Asiatics. If Prince Rupert is to be white, the wages paid must be white, not yellow.

A Western Pioneer.

Harrison S. Young, aged 61, in charge of the Government Meteorological station, died at Edmonton recently after a residence of 21 years. Young went to Edmonton via the Peace River in 1873, and for a time was employed by the Hudson Bay people in British Columbia and Alberta. He married Elizabeth, the first white woman in the west, a daughter of the pioneer Methodist minister, Rev. George MacDougall. Young was the son of Hon. John Young, Montreal, where his mother still resides. He leaves living six sisters and four brothers, and four sons and three daughters.

JUNE 15, 1909

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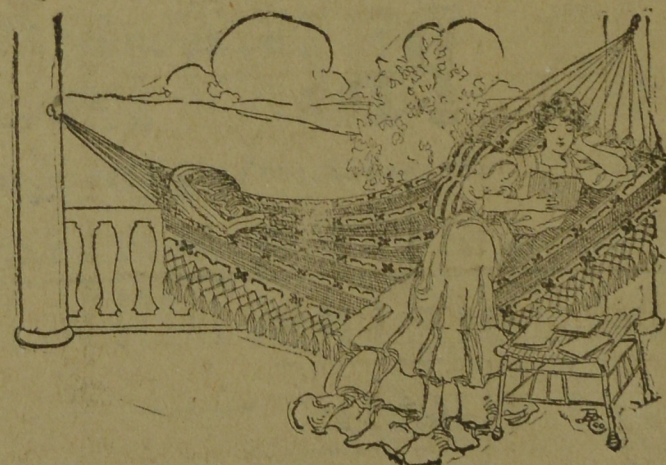
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